Chapter 9. Special Flights

Section 1. General

9-1-1. GENERAL

Provide aircraft engaged in the flight inspection of NAVAID's with maximum assistance. Unless otherwise agreed to, maintain direct contact with the pilot and exchange information regarding known traffic in the area and his/her intentions.

NOTE-
1. Many flight inspections are accomplished using automatic recording equipment, and an uninterrupted flight is necessary for successful completion of the mission. The workload for the limited number of aircraft engaged in these activities requires strict adherence to a schedule.

2. Flight inspection operations which require special participation of ground personnel, specific communications, or radar operation capabilities are considered to require special handling. These flights are coordinated with appropriate facilities before departure.

REFERENCE-
FAAO 8200.1, United States Standard Flight Inspection Manual.
FAAO 8240.41, Flight Inspection/Air Traffic On-Site Coordination Requirements.

9-1-2. SPECIAL HANDLING

a. Clear the aircraft according to pilot request as soon as practicable. Do not ask the pilot to deviate from his/her planned action except to preclude an emergency situation.

REFERENCE-
FAAO 8240.41, Flight Inspection/Air Traffic On-Site Coordination Requirements, Appendix 1, describes certain flight inspection maneuvers in detail.

b. Issue radar advisories to the flight inspection aircraft where adequate coverage exists and to the extent permitted by workload.

c. Suggest flight path adjustments, as required, for any aircraft which will enter or penetrate an area in which a flight inspection function is being performed.

d. Provide special handling, as required, to FAA aircraft conducting flight inspections using the call sign "Flight Check." The call sign "Flight Check (Nr) recorded" indicates automated flight inspections are in progress in terminal areas.

NOTE-
FAA flight inspection aircraft will file flight plans using the call sign "FLIGHT CHECK" during flight inspections or when inbound to conduct flight inspections. Flight plan remarks may indicate type NAVAID inspection to be accomplished; e.g. "FC OKC P."

9-1-3. FLIGHT CHECK AIRCRAFT

a. Provide special handling, as required, to expedite flight inspection of NAVAID's, direction finding (DF) equipment, and RADAR by flight check aircraft.

NOTE-
Certain flight inspection maneuvers require operations in close proximity to the surface. These maneuvers can only be performed during daylight visual meteorological conditions. Preplanned automatic flight places the following limitations on the capability of the pilot to adhere to normal ATC clearances:
a. Route of flight - orbital from 6 nautical miles to a maximum of 40 nautical miles from the facility depending on the type of inspection. During commissioning flight checks all DP's, STAR's, airways, DME fixes, and approaches must be flown.
b. Altitude assignment - from 1,000 feet above the antenna site up to the minimum en route altitude (MEA).

REFERENCE-
FAAO 7110.65, Operational Priority, Para 2-1-4.
FAAO 8240.41, Flight Inspection/Air Traffic On-Site Coordination Requirements, Appendix 1, describes certain flight inspection maneuvers in detail.

b. Avoid changes in the route or altitude from that filed by the pilot in the initial flight plan.

c. Do not impose air traffic control delays in the flight except to preclude emergency situations.

d. Do not change the previously assigned discrete beacon code of special radar accuracy flight check aircraft.

REFERENCE-
FAAO 7210.3, Special Radar Accuracy Checks, Para 7-1-3.
FAAO 7210.3, ASR Performance Checks, Para 10-5-4.

Section 2. Special Interest Flights

9-2-1. GENERAL

EN ROUTE

a. All flight movement data on the aircraft listed in subparas 1 and 2 below shall be immediately brought to the attention of the supervisory traffic management coordinator-in-charge and forwarded by the most expeditious means (voice, if possible) to the senior director at the concerned NORAD Region Operations Control Center/Sector Operations Control Center and to the Air Traffic Control System Command Center (ATCSCC). Voice messages will be followed up with a data communication message when directed. All flight plans on aircraft listed in subparas 1 and 2 below, including flights within the continental U.S., shall be retransmitted by data communication to ATT-200 and the Office of International Aviation, attention: AIA-101.

NOTE-
1. *All flight movement data includes flight plans and changes thereto such as changes from IFR to VFR, reroutes or route deviations authorized or directed by the facility, departure messages, arrival messages, unauthorized route deviations or any other unusual operations, etc..*

2. *These procedures are in addition to the AMIS procedures contained in FAAO 7610.4, Special Military Operations, Chapter 5, Aircraft Movement Information Service (AMIS).*

3. *The concerned NORAD region/sector is the one to whom SCATANA reports are forwarded consistent with local ARTCC/NORAD REGION SCATANA REPORTING PROCEDURES.*

4. *All continental U.S. facilities have either direct flow control interphone circuits or can reach ATT-200 by DSN, 725-3333, or telephone (703) 708-5100.*

1. All known aircraft of Cuban registry and all known civil aircraft of other special interest countries that will enter, overfly, or operate within the continental U.S., the Atlantic, Gulf of Mexico or Pacific Coastal ADIZ's, or the Southern Border Domestic ADIZ.

NOTE-
Special interest countries include Albania, Bulgaria, Cambodia, Peoples Republic of China, Cuba, North Korea, Outer Mongolia, Romania, Russia, the Ukraine, and other members of the Commonwealth of Independent States, and Socialist Republic of Vietnam.

REFERENCE-
P/CG Term- Continental United States.

2. All known civil aircraft of foreign registry, other than the aircraft in subpara 1, that will enter or overfly the continental U.S. en route to or from Cuba.

b. Advance route information which has been cleared by NORAD and coordinated by AIA-101 with the State Department, as necessary, will be passed to the concerned ARTCC's by AIA-101 via ATT-200. Inform ATT-200 of your concurrence or problems with the route, as the case may be. ATT-200 will relay any problems to AIA-101 for resolution with NORAD. Advance route information does not constitute the forwarding of flight movement data to NORAD as specified in subpara a.

REFERENCE-
FAAO 7110.65, Application, Para 9-2-2.

9-2-2. APPLICATION

EN ROUTE

a. Comply with any operational request that may be received directly from NORAD or through ATT-200 unless the change will affect flight safety. When safety is a factor, acquaint NORAD with the situation and attempt to work out an alternate solution if time and circumstances permit. If unable, take the course of action dictated by flight safety considerations and inform NORAD and ATT-200 as quickly as possible thereafter. Comply with requests for information or assistance from NORAD or the State Department which may include relay of messages to facilities or an aircraft in flight.

NOTE-
State Department communications will be relayed through ATT-200.

b. Request the aircraft to return to its approved route/reroute of flight whenever any deviation is noted.

c. Immediately alert the supervisory traffic management coordinator-in-charge and notify the senior director at the concerned NORAD Region Operations Control Center/Sector Operations Control Center and ATT-200 via the most expeditious means when the following conditions occur:

1. The aircraft refuses to comply with a NORAD or State Department message.

2. Communication with the aircraft is established but the aircraft's identification cannot be immediately

correlated with a known flight plan. Attempt flight plan correlation when time permits.

3. The aircraft deviates from its approved route of flight and refuses to return to it when so requested.

4. The aircraft refuses a reroute when so cleared or deviates from its reroute and refuses to return to it when requested.

5. A departure message on a flight plan of an aircraft in para 9-2-1, General, subpara a1 originating in Canada, Mexico, or Cuba is not received within 5 minutes after the proposed time and you are unable to ascertain if the aircraft has departed either IFR or VFR.

d. If NORAD dispatches aircraft to intercept and escort the flight, the control procedures in FAAO 7610.4, Special Military Operations, Chapter 7, Escort of Hijacked Aircraft, shall apply.

9-2-3. EMERGENCY OR UNSCHEDULED LANDINGS

a. If an aircraft of a special interest country makes an emergency or unscheduled landing in the U.S., immediately alert the supervisory traffic management coordinator-in-charge/controller-in-charge of the shift and notify:

1. *EN ROUTE.* In the Continental U.S.-

(a) The senior director at the concerned NORAD Region Operations Control/Sector Operations Control Center.

(b) ATT-200.

NOTE-
ATT-200 will relay or voice-patch the information to all FAA Washington Headquarters organizations concerned.

(c) U.S. Custon : Service Office for the airport where the aircraft will l ıd.

2. *EN ROUTE.* I the Pacific Region, Puerto Rico, and the Virgin Isl: ıds- The Air Defense Control Center and the offices s ecified in subparas a1(b) and (c).

NOTE-
Guam CERAP forward. the information through the Honolulu ARTCC.

3. *EN ROUTE.* I the Alaskan Region- The Alaskan NORAD Regi ı Operations Control Center and the offices specified in subparas a1(b) and (c).

4. *TERMINAL.* T ; nearest U.S. Customs Service Office and the appr priate ARTCC.

b. Provide the follo ing information to the organizations specified in su para a1(a) if available:

1. Type of aircraft.

2. Country of airc ft registry.

3. Destination airp rt.

4. Nature of emerg ncy or reason for landing, as appropriate.

c. Advise the pilot ıat passengers must remain aboard the aircraft after la ıding until cleared by the U.S. Customs Service Office.

d. *TERMINAL.* In c: ıes where communication is established with the airc ıft but the aircraft identification cannot be immedia :ly correlated with a known flight plan, notify the ap ropriate ARTCC and nearest U.S. Customs Service O ice.

Section 3. Special Operations

9-3-1. AIRCRAFT CARRYING DANGEROUS MATERIALS

a. Provide the following special handling to military aircraft or military contracted aircraft carrying dangerous materials when:

1. The words "dangerous cargo," or "inert devices," or both are contained in the remarks section of the filed flight plan, or

NOTE-
1. Certain types of military flights carrying dangerous materials require strict adherence to military regulations and flight planning along carefully selected routes. These flights must avoid heavily populated areas.

2. "Inert devices" are devices containing no dangerous materials but closely resembling nuclear or explosive items that are classified as dangerous and could be easily mistaken for their dangerous counterparts.

2. The pilot uses these words in radio communication.

b. If it becomes necessary to issue a clearance to amend the route/altitude, advise the pilot:

1. Of the proposed change, and

2. The amount of delay to expect if it is necessary to maintain the present route/altitude.

c. When it becomes necessary for the pilot to refuse a clearance amending his/her route/altitude, he/she will advise if the traffic delay is acceptable or if an alternate route/altitude is desired. In such cases, offer all possible assistance.

d. When the aircraft is provided an en route descent, do not vector the aircraft from the planned route unless the pilot concurs.

e. Use special patterns and routings in areas where they have been developed for these flights. If special patterns and routings have not been developed, employ normal procedures.

9-3-2. CELESTIAL NAVIGATION TRAINING

EN ROUTE

a. Approve flight plans specifying celestial navigation only when it is requested for USAF or USN aircraft.

NOTE-
An ATC clearance must be obtained by the pilot before discontinuing conventional navigation to begin celestial navigation training. The pilot will advise when discontinuing celestial navigation and resuming conventional navigation. Celestial navigation training will be conducted within 30 NM of the route centerline specified in the en route clearance unless otherwise authorized by ATC. During celestial navigation training, the pilot will advise ATC before initiating any heading changes which exceed 20 degrees.

b. Within conterminous U.S. airspace, limit celestial navigation training to transponder-equipped aircraft within areas of ARTCC radar coverage.

c. Prior to control transfer, ensure that the receiving controller is informed of the nature of the celestial navigation training leg.

REFERENCE-
FAAO 7110.65, IFR Flight Progress Data, Para 2-2-6.

9-3-3. DEPARTMENT OF ENERGY (DOE) SPECIAL FLIGHTS

a. Provide notification of possible route or altitude changes as far in advance as possible for "RAC" flights. The pilot will indicate if the proposed change is acceptable or if alternate routing or altitude will be requested.

NOTE-
DOE contracts for civil pilots to operate public aircraft to transport radioactive or high explosive materials within the conterminous U.S. These flights operate on an IFR flight plan but principally during daylight hours and VFR conditions. These flights require flight along carefully selected routes and, in some instances, pilots will refuse clearances that require reroute or altitude changes that would derogate their objective.

b. *EN ROUTE.* Approve pilot requests to leave center frequency for operational purposes as traffic conditions permit.

c. Notify a supervisor in the event any of the following occurs with "RAC" aircraft:

1. Loss of radio contact.

2. Loss of radar contact.

3. The flight is overdue at the destination.

d. If you receive information that a "RAC" aircraft is involved in an accident, secure as much information as possible, particularly with respect to location, and immediately notify the ARTCC supervisory traffic management coordinator-in-charge.

NOTE-
There is a possibility of an explosive or radiation hazard of an "RAC" aircraft involved in an accident.

9-3-4. EXPERIMENTAL AIRCRAFT OPERATIONS

a. When notified that an experimental aircraft requires special handling:

NOTE-
14 CFR Section 91.319(d)(3) requires that each person operating an aircraft with an experimental certificate shall notify the control tower of the experimental nature of the aircraft when operating into or out of airports with operating control towers.

1. Clear the aircraft according to pilot requests as traffic permits and if not contrary to ATC procedures.

2. Once approved, do not ask the pilot to deviate from a planned action except to preclude an emergency situation.

b. At locations where volume or complexity of experimental aircraft operations warrant, a letter of agreement may be consummated between the facility and operator.

9-3-5. FAA RESEARCH AND DEVELOPMENT FLIGHTS

When coordinated in advance and traffic permits, approve requests for special flight procedures from aircraft participating in FAA research and development test activities. These special procedures shall be applied to participating aircraft/vehicles.

NOTE-
Special flight procedures for FAA research and development test activities must be approved by the facility air traffic manager prior to their use.

REFERENCE-
FAAO 7210.3, Research and Development Flights, Para 5-2-4.

9-3-6. FLYNET

Provide expeditious handling for civil or military aircraft using the code name "FLYNET." Relay the code name as an element in the remarks position of the flight plan.

NOTE-
The code name "FLYNET" indicates that an aircraft is transporting a nuclear emergency team or a disaster control team to the location of a nuclear accident or a major accident involving chemical agents or biological research materials. It is in the public interest that they reach their destination as rapidly as possible.

REFERENCE-
FAAO 7110.65, Operational Priority, Para 2-1-4.
FAAO 7610.4, "FLYNET" Flights, Nuclear Emergency Teams, Para 12-4-1. ■

9-3-7. IFR MILITARY TRAINING ROUTES

a. Except for aircraft operating in the same altitude reservation, clear aircraft into an MTR provided separation will be applied between successive aircraft unless otherwise covered in a letter of agreement between the military scheduling activity and the concerned ATC facility.

PHRASEOLOGY-
CLEARED INTO IR (designator).
MAINTAIN (altitude),

or

MAINTAIN IR (designator) ALTITUDE(S),

or

MAINTAIN AT OR BELOW (altitude),

or

CRUISE (altitude),

and if required,

CROSS (fix) AT OR LATER THAN (time).

b. Unless otherwise covered in a letter of agreement between the military scheduling activity and the concerned FAA facility, clear aircraft to exit an MTR.

PHRASEOLOGY-
CLEARED TO (destination/clearance limit) FROM IR (designator/exit fix) VIA (route).
MAINTAIN (altitude).

c. If the provisions of subpara a above cannot be accomplished, MTR's may be designated for MARSA operations. To preclude an inadvertent compromise of MARSA standards by ATC, appropriate MARSA application for such routes shall be covered in a letter of agreement with the military scheduling activity. Establish separation between aircraft as soon as practicable after operation on the designated MARSA route is ended.

NOTE-
For designated MARSA routes, the military assumes responsibility for separation for MTR aircraft that have passed the primary/alternate entry fix until separation is established by ATC after operations on the MARSA route are completed.

d. The lateral airspace to be protected along an MTR is the designated width of the route.

e. Prior to an aircraft entering an MTR, request the pilot's estimate for the route's exit/alternate exit fix, the pilot's requested altitude after exiting and, if applicable, the number of reentries on a Strategic Training Range (STR).

PHRASEOLOGY-
(Call sign) CONFIRM YOUR EXIT FIX ESTIMATE AND REQUESTED ALTITUDE AFTER EXIT,

and if applicable,

THE NUMBER OF REENTRIES.

f. Forward estimates for exit/alternate exit fixes, requested altitude after exit, and, if applicable, the number of reentries on the STR.

g. Apply the procedures of para 6-1-2, Nonreceipt of Position Report, based upon the pilot's estimate for the route exit fix.

h. Clearance may be issued to amend or restrict operations on a route for ATC considerations. Where a route has been designated MARSA in accordance with subpara c, ATC shall not amend or restrict operations in such a manner as to compromise MARSA provisions.

NOTE-
When MARSA is provided through route scheduling and circumstances prevent the pilot from entering the route within established time limits, it shall be the responsibility of the pilot to inform the ATC facility and advise his/her intentions.

i. If an aircraft on an IR experiences a two-way radio communications failure and you are unable to determine if the aircraft is proceeding VFR in accordance with 14 CFR Section 91.185(b) or the aircraft has not been positively radar identified:

1. Provide separation to the destination airport based on the aircraft complying with the following:

(a) Maintain to the exit/alternate exit fix the higher of the following altitudes:

(1) The minimum IFR altitude for each of the remaining route segment(s) remaining on the route.

(2) The highest altitude assigned in the last ATC clearance.

(b) Depart the exit/alternate exit fix at the appropriate altitude specified in subpara (a) above, then climb/descend to the altitude filed in the flight plan for the remainder of the flight, or

NOTE-
In the event of a two-way communications failure, ATC will be based on the following anticipated pilot action at the exit fix. Unless otherwise covered in a letter of agreement, and if the pilot is unable to comply with the VFR provisions of 14 CFR Section 91.185/FLIP IFR Supplement, the pilot will exercise his/her emergency authority, squawk transponder CODE 7700, depart the exit/alternate exit fix and climb/descend (continuing to squawk 7700) to the altitude filed in the flight plan. Subsequent transponder operations will be in accordance with para 10-4-4, Communications Failure. Air traffic controller action from the exit fix is as prescribed in para 10-1-1, Emergency Determinations.

(c) Proceed in accordance with the lost communication procedure contained in letters of agreement.

2. Continue to monitor the last ATC assigned discrete code.

NOTE-
Pilots who experience a two-way radio failure will adjust their transponder to CODE 7700 during climb/descent to altitude filed for the next leg of the flight plan; then change to CODE 7600 for a period of 15 minutes. At the end of each 15-minute period, he/she will squawk 7700 for a period of 1 minute; all other times he/she will squawk 7600.

j. Impose delays, if needed, to eliminate conflict with nonparticipating IFR aircraft when necessary to preclude denial of IR usage. Advise the pilot of the expected length and reason for delay.

9-3-8. INTERCEPTOR OPERATIONS

Provide maximum assistance to expedite the movement of interceptor aircraft on active air defense (scrambles) missions until the unknown aircraft is identified in accordance with the policies and procedures published in FAAO 7610.4, Special Military Operations.

NOTE-
The FAA and the military have mutually agreed to the implementation of policies and procedures for control of air defense interceptor operations. Effective coordination and cooperation between FAA and the military at all levels are essential if policy objectives are to be met.

a. The ADCF initiating the SCRAMBLE shall identify the mission as an active air defense mission.

b. ATC services shall be used for active air defense missions insofar as the circumstances and situation permits.

c. Upon request, the ATC facility shall expedite transfer of the control jurisdiction of the interceptors to the requesting ADCF.

9-3-9. LAW ENFORCEMENT OPERATIONS BY CIVIL AND MILITARY ORGANIZATIONS

a. Law enforcement alerts.

1. Aircraft lookouts shall not be distributed outside the FAA.

REFERENCE-
FAAO 1600.29, Law Enforcement Alert Message System.
FAAO 7210.3, Cooperation With Law Enforcement Agencies, Para 2-7-7.

2. Stolen aircraft alerts, including stolen aircraft summaries, may be distributed outside the FAA to: airport offices, air carriers, fixed base operators, and law enforcement agencies.

3. Upon receipt of knowledge concerning an aircraft for which a current law enforcement alert message is held, do the following:

(a) Forward any information on the aircraft to El Paso Intelligence Center (EPIC) and the requester when specified in the message.

(b) Immediately notify the cognizant Air Transportation Security division/staff by the most rapid means.

(c) DO NOT TAKE ANY OTHER ACTION AFFECTING THE AIRCRAFT, CARGO, CREW, OR PASSENGERS NOT NORMALLY RELATED TO JOB RESPONSIBILITIES.

b. Special law enforcement operations.

1. Special law enforcement operations include inflight identification, surveillance, interdiction and pursuit activities performed in accordance with official civil and/or military mission responsibilities.

2. To facilitate accomplishment of these special missions, exemptions from specified parts of Title 14 of the Code of Federal Regulations have been granted to designated departments and agencies. However, it is each organization's responsibility to apprise ATC of their intent to operate under an authorized exemption before initiating actual operations.

REFERENCE-
FAAO 7210.3, Authorizations and Exemptions from Title 14, Code of Federal Aviation Regulations (14 CFR), Para 18-3-1.

3. Additionally, some departments and agencies that perform special missions have been assigned coded identifiers to permit them to apprise ATC of ongoing mission activities and solicit special air traffic assistance.

REFERENCE-
FAAO 7110.67, Special Aircraft Operations by Law Enforcement/Military Organizations.

NOTE-
As specified in para 2-1-4, Operational Priority, priority of handling for aircraft operating with coded identifiers will be the same as that afforded to SAR aircraft performing a SAR mission.

c. Assistance to law enforcement aircraft operations.

1. Provide the maximum assistance possible to law enforcement aircraft, when requested, in helping them locate suspect aircraft.

2. Communicate with law enforcement aircraft, when possible and if requested, on a frequency not paired with your normal communications frequencies.

3. Do not allow assistance to law enforcement aircraft to violate any required separation minima.

4. Do not assist VFR law enforcement aircraft in any way that will create a situation which, in your judgement, places the aircraft in unsafe proximity to terrain or other aircraft.

9-3-10. MILITARY AERIAL REFUELING

Authorize aircraft to conduct aerial refueling along published or special tracks at their flight plan altitude, unless otherwise requested.

PHRASEOLOGY-
CLEARED TO CONDUCT REFUELING ALONG (number) TRACK,

or

FROM (fix) TO (fix),

and

MAINTAIN REFUELING LEVEL (altitude),

or

MAINTAIN (altitude),

or

COMMENCING AT (altitude), DESCENDING TO (altitude).

NOTE-
1. During aerial refueling, tanker aircraft are responsible for receiver aircraft communication with ATC and for their navigation along the track.

2. Aerial refueling airspace is not sterilized airspace and other aircraft may transit this airspace provided vertical or lateral separation is provided from refueling aircraft.

3. MARSA begins between the tanker and receiver when the tanker and receiver(s) have entered the air refueling airspace and the tanker advises ATC that he/she is accepting MARSA.

4. MARSA ends between the tanker and receiver when the tanker advises ATC that the tanker and receiver aircraft are vertically positioned within the air refueling airspace and ATC advises MARSA is terminated.

REFERENCE-
FAAO 7110.65, Use of MARSA, Para 2-1-11.
FAAO 7110.65, Additional Separation for Formation Flights, Para 5-5-8.
FAAO 7610.4, Chapter 10, Aerial Refueling.

a. Provide radar assistance to the rendezvous for participating aircraft:

1. When requested, and

2. By providing vertical separation prior to MARSA declaration.

b. Do not request receiver aircraft that have been cleared to conduct air refueling and have departed the ARIP to:

1. Make code changes when less than 5 miles from the tanker.

2. Squawk standby when less than 1 mile or more than 3 miles from the tanker.

NOTE-
Requests for receiver aircraft to make code changes during air refueling diverts the receiver pilot's attention during a critical phase of flight.

c. When issuing an initial air refueling clearance, you may request a receiver to squawk standby when the receiver reaches a point 3 miles from the tanker.

NOTE-
1. Receiver aircraft will squawk normal when separation from the tanker is greater than 3 miles.

2. Once rendezvous is completed, heading and altitude assignments may be made with the tanker concurrence with MARSA remaining in effect.

3. Upon rendezvous completion, the tanker shall keep receiver aircraft within 3 miles of the tanker until MARSA is terminated.

d. After MARSA has been declared, you should avoid issuing course or altitude changes prior to rendezvous.

NOTE-
Altitude or course changes issued will automatically void MARSA.

e. Do not use the altitude vacated during the refueling operation until the refueling aircraft has reported reaching the next IFR altitude.

REFERENCE-
FAAO 7110.65, Exceptions, Para 6-6-2.

f. Approve requests by the tanker pilot for vectors or alternative routes or altitudes as follows:

1. Furnish vectors or alternative altitudes at any time.

2. Furnish nonradar routes only after the refueling aircraft have passed the ARCP.

NOTE-
1. To meet a training requirement that aerial refueling be accomplished in a nonradar environment, the military has requested that vectors be furnished only upon request.

2. The tanker commander is responsible for coordinating all inflight requests with other aircraft in the refueling mission before submission of such requests to the center.

3. Normally, aircraft conducting aerial refueling operations will utilize at least three consecutive altitudes.

g. Unless a vector or alternative route has been furnished, clear the aircraft to depart the refueling track at a navigational reference point or egress fix.

h. Request an aircraft to report the ARIP, ARCP, or egress fix as necessary.

PHRASEOLOGY-
REPORT:

A-R-I-P,

or

A-R-C-P,

or

EGRESS FIX.

i. Expect the following procedures in addition to those required by the appropriate parts of Title 14 of the Code of Federal Regulations in the event of two-way communications failure:

1. The tanker will depart the track from the highest altitude in the block.

2. The receiver will depart the track from the lowest altitude in the block.

3. Aircraft will squawk 7600 for at least 2 minutes prior to departing the track.

REFERENCE-
FAAO 7110.65, Military Operations Above FL 600, Para 9-3-11.

9-3-11. MILITARY OPERATIONS ABOVE FL 600

Control aircraft operating above FL 600 using the following procedures:

a. Flight plans involving supersonic flight are required 16 hours in advance of proposed departure times for processing and approval by the ARTCC's concerned. The originating ARTCC, where the flight plan is first filed, may waive the 16 hour advance filing requirement.

b. The route of flight shall be defined by at least one high altitude fix within each ARTCC area without regard to the distance between fixes. Additionally, the entry and exit points of turns of 90 degrees or more will be designated.

c. Elapsed times from takeoff to the first fix in each ARTCC area shall be included in the route of flight.

d. The ARTCC which originates the flight plan shall forward departure times to all ARTCC's responsible for processing the flight plan.

e. Approval of the flight plan indicates approval of both route and FL's (if stated) including operations below FL 600 (aerial refueling).

PHRASEOLOGY-
CLEARED AS FILED VIA ROUTE AND FLIGHT LEVELS.

REFERENCE-
FAAO 7110.65, Military Aerial Refueling, Para 9-3-10.

f. Separation. Use the following as minima in lieu of the corresponding type of separation prescribed in:

NOTE-
The primary method described to provide separation between two supersonic aircraft is to descend the aircraft at the lower FL and provide vertical separation since the aircraft at the higher FL may not be able to climb rapidly enough to establish the required separation. Another aspect which should be considered is that supersonic aircraft during turns, either programmed or as the result of vectors, will lose a few thousand feet. Vectoring supersonic aircraft seriously affects the range and mission objectives. Radar separation is the preferred method of separating a subsonic aircraft both from another subsonic aircraft or from a supersonic aircraft.

1. Para 4-5-1, Vertical Separation Minima: *5,000 feet.*

NOTE-
1. *The security requirements of the military services preclude the transmission of actual altitude information on the air/ground or landline circuits. A classified document detailing the plan for ascertaining altitude codes for the day should be readily available to the controllers at their positions of operation.*

2. *Pilots will report their altitude, using the coded plan, and intended flight profile on initial contact with each ARTCC.*

2. Para 6-5-4, Minima Along Other Than Established Airways or Routes: Protect the airspace 25 miles either side of the route centerline. For turns by supersonic aircraft, protect the airspace 75 miles on the overflown side and 25 miles on the other side. For turns by subsonic aircraft, protect the airspace 34 miles on the overflown side and 25 miles on the other side.

REFERENCE-
FAAO 7110.65, Abbreviated Departure Clearance, Para 4-3-3.

9-3-12. MILITARY SPECIAL USE FREQUENCIES

a. Assign special use frequency to:

NOTE-
Special use frequencies are assigned to ARTCC's in such a manner that adjacent ARTCC's will not have the same frequency. They are to be used within the ARTCC area jurisdiction from the established FL base of the high altitude sectors and above. Each high altitude sector should have the capability to use the special use frequency on a shared basis.

1. USAF, U.S. Navy, and Air National Guard (ANG) single-pilot jet aircraft formations operating at night or in instrument weather conditions. Formations of five or more USAF aircraft deploying either to a continental U.S. staging base or nonstop to an overseas location are authorized to use special use frequencies at any time. Normally these deployments will be conducted within an altitude reservation.

2. U-2 and B-57 (pressure suit flights) aircraft at all altitudes/FL's except where terminal operations require the assignment of other frequencies.

NOTE-
Aerial refueling operations may require that aircraft leave the special use frequency for communications with the tanker. This will occur when the receiver is approximately 200 miles from the ARCP. The tanker aircraft will remain on the ARTCC assigned frequency and will relay clearances to the receiver as required. An alternate means of communications between the tanker and receiver is HF radio.

3. All aircraft during supersonic flight.

NOTE-
Pilots are expected to request assignment of the special use frequency in the remarks section of the flight plan or before entering supersonic flight. B-57 aircraft engaged in pressure suit operations will use the static call sign KITE and flights will normally be conducted from Dover, Eielson, Ellington, Hickman, Howard, Kirtland, and McClellan Air Force Bases.

4. E-3A AWACS mission crews when operations are being conducted as an MRU in accordance with appropriate letters of agreement.

b. The special use frequency may be assigned as "backup" for the high-altitude sector when direct communications are essential because of a potential emergency control situation.

c. Do not assign the special use frequency to the aircraft in subpara a1 above, when they will operate in airspace assigned for special military operations.

9-3-13. AVOIDANCE OF AREAS OF NUCLEAR RADIATION

a. Advise pilots whenever their proposed flight path will traverse a reported or forecasted area of hazardous radiation and reroute the aircraft when requested by the pilot.

REFERENCE-
FAAO 7610.4, Avoidance of Hazardous Radiation Areas, Para 4-4-4.

b. Inform pilots when an airfield of intended landing lies within a reported or forecasted area of hazardous radiation and request the pilot to advise his/her intentions.

9-3-14. SAMP

Provide special handling to USAF aircraft engaged in aerial sampling missions (atmosphere sampling for nuclear contamination). Honor inflight clearance requests for altitude and route changes to the maximum extent possible. Other IFR aircraft may be recleared so that requests by SAMPLER aircraft are honored. Separation standards as outlined in this order shall be applied in all cases.

REFERENCE-
FAAO 7110.65, Operational Priority, Para 2-1-4.
FAAO 7110.65, Aircraft Identification, Para 2-4-20.
FAAO 7610.4, Avoidance of Hazardous Radiation Areas, Para 4-4-4.

9-3-15. AWACS/NORAD SPECIAL FLIGHTS

Do not delay E-3 AWACS aircraft identified as "AWACS/NORAD Special" flights. The following control actions are acceptable while expediting these aircraft to the destination orbit.

a. En route altitude changes +/– 2,000 feet from the requested flight level.

b. Radar vectors or minor route changes that do not impede progress towards the destination orbit.

NOTE-
NORAD has a requirement to position E-3 AWACS aircraft at selected locations on a time-critical basis. To the extent possible these flights will utilize routes to the destination orbit that have been precoordinated with the impacted ATC facilities. To identify these flights, the words "AWACS/NORAD SPECIAL" will be included as the first item in the remarks section of the flight plan.

9-3-16. WEATHER RECONNAISSANCE FLIGHTS

TEAL and NOAA mission aircraft fly reconnaissance flights to gather meteorological data on winter storms, (NWSOP missions), hurricanes and tropical cyclones (NHOP missions). The routes and timing of these flights are determined by movement of the storm areas and not by traffic flows.

a. When a dropsonde release time is received from a TEAL or NOAA mission aircraft, workload and priorities permitting, controllers shall advise the mission aircraft of any traffic estimated to pass through the area of the drop at altitudes below that of the mission aircraft. This traffic advisory shall include:

1. Altitude.
2. Direction of flight.
3. ETA at the point closest to drop area (or at the fix/intersection where drop will occur).

NOTE-
A dropsonde is an 18-inch long cardboard cylinder about 3 inches in diameter, that weighs 3 and $^{1}/_{2}$ pounds, and has a parachute attached. When released from the aircraft it will fall at a rate of 1,000 feet per minute. Controllers should recognize that a dropsonde released at FL 310 will be a factor for traffic at FL 210 ten minutes later. It is the aircraft commander's responsibility to delay release of dropsondes if traffic is a factor. Aircraft commanders will delay release of dropsondes based solely upon traffic as issued by ATC.

b. When advised that an airborne TEAL or NOAA aircraft is requesting a clearance via CARCAH, issue the clearance in accordance with Chapter 4, IFR, Section 2, Clearances.

REFERENCE-
FAAO 7110.65, Clearance Items, Para 4-2-1.
FAAO 7110.65, Clearance Prefix, Para 4-2-2.
FAAO 7110.65, Delivery Instructions, Para 4-2-3.

c. If a TEAL or NOAA mission aircraft must be contacted but is out of VHF, UHF, and HF radio range, advise the supervisory traffic management coordinator-in-charge.

REFERENCE-
FAAO 7210.3, Weather Reconnaissance Flights, Para 5-3-6.
FAAO 7110.65, Operational Priority, Para 2-1-4.

9-3-17. EVASIVE ACTION MANEUVER

Approve a pilot request to conduct an evasive action maneuver only on the basis of a permissible traffic situation. Specify the following items, as necessary, when issuing approval:

NOTE-
The "evasive action" maneuver is performed by a bomber/fighter bomber aircraft at or above FL 250 along a 60 NM long segment of the flight plan route overlying a RBS or other site and includes:

1. Flying a zigzag pattern on both the left and right side of the flight plan route centerline. Altitude deviations are made in conjunction with the lateral maneuvering.

2. Lateral deviations from the route centerline will not normally exceed 12 miles. Altitude variations shall not exceed plus or minus 1,000 feet of the assigned flight level; i.e., confined within a 2,000 foot block.

a. Specific route segment on which the maneuver will take place.

b. Distance of maximum route deviation from the centerline in miles.

c. Altitude.

PHRASEOLOGY-
CLEARED TO CONDUCT EVASIVE ACTION
MANEUVER FROM (fix) TO (fix),

and

(number of miles) EITHER SIDE OF CENTERLINE,

and

MAINTAIN (altitude) THROUGH (altitude),

and

COMPLETE MANEUVER AT (fix) AT (altitude).

9-3-18. NONSTANDARD FORMATION/CELL OPERATIONS

Occasionally the military is required to operate in a nonstandard cell formation and controllers should be knowledgeable of the various tactics employed and the procedures used.

REFERENCE-
FAAO 7610.4, Chapter 12, Section 12, Formation Flight.

a. Formation leaders are responsible for obtaining ATC approval to conduct nonstandard formation/cell operations.

b. When nonstandard formation/cell operations have been approved, controllers shall assign sufficient altitudes to allow intra-cell vertical spacing of 500 feet between each aircraft in the formation.

c. Control nonstandard formation/cell operations on the basis that MARSA is applicable between the participating aircraft until they establish approved separation which is acknowledged by ATC.

d. Apply standard separation criteria between the approved nonstandard formation/cell envelope and nonparticipating aircraft.

e. Clear aircraft operating in a nonstandard formation/cell to the breakup fix as the clearance limit. Forward data pertaining to route or altitude beyond the breakup point to the center concerned as a part of the routine flight plan information.

f. *EN ROUTE.* If the breakup occurs in your area, issue appropriate clearances to authorize transition from formation to individual routes or altitudes. If a breakup cannot be approved, issue an appropriate clearance for the flight to continue as a formation.

9-3-19. OPEN SKIES TREATY AIRCRAFT

a. OPEN SKIES aircraft will be identified by the call sign "OSY" (OPEN SKIES) followed by two digits and a one-letter mission suffix.

EXAMPLE-
OSY12D
Mission suffixes:
**F = Observation Flights (Priority).*
**D = Demonstration Flights (Priority).*
**T = Transit Flights (Nonpriority).*

NOTE-
1. *Observation/Demonstration flights are conducted under rigid guidelines outlined in the Treaty of OPEN SKIES that govern sensor usage, maximum flight distances, altitudes and priorities.*
2. *Transit flights are for the sole purpose of moving an OPEN SKIES aircraft from airport to airport in preparation for an actual OPEN SKIES "F" or "D" mission.*

b. Provide priority and special handling to expedite the movement of an OPEN SKIES observation or demonstration flight.

REFERENCE-
FAAO 7110.65, Operational Priority, Para 2-1-4n.
FAAO 7210.3, OPEN SKIES Treaty Aircraft, Para 5-3-7.
Treaty on OPEN SKIES, Treaty Document, 102-37.

c. OPEN SKIES aircraft, while maintaining compliance with ATC procedures, shall have priority over activities in Special Use Airspace (SUA) and shall be allowed to transit such airspace as filed after appropriate and timely coordination has been accomplished between the using agency and controlling agency.

1. OPEN SKIES Treaty flights transiting SUA will be handled in the following manner:

(a) The ATC facility controlling the OPEN SKIES flight shall advise the using/scheduling agency or appropriate ATC facility when the OPEN SKIES aircraft is fifteen (15) minutes from the SUA boundary; and

(1) For SUA that has an ATC facility providing services to the area, provide standard separation. If the ATC facility is unable to provide standard separation from the activities in the SUA, the using agency must confirm that all operations in the SUA have ceased.

(2) For SUA not associated with an ATC facility, the using/scheduling agency must return the SUA to the controlling agency and confirm that all operations in the SUA have ceased.

(b) If the controlling facility/using agency is unable to confirm that all conflicting activities in the SUA have ceased, the OPEN SKIES aircraft shall not be permitted access to the SUA.

2. Return SUA to the using agency, if appropriate, within fifteen (15) minutes after the OPEN SKIES aircraft clears the SUA.

d. Clear the aircraft according to the filed flight plan.

1. Do not ask the pilot to deviate from the planned action or route of flight except to preclude an emergency situation or other higher priority aircraft.

2. Do not impose air traffic control delays except to preclude emergency situations or other higher priority aircraft.

NOTE-
If for reasons of flight safety the route or altitude must be changed, return the aircraft to the filed flight plan route as soon as practical.

Section 4. Special Use and ATC Assigned Airspace

9-4-1. APPLICATION

Apply the procedures in this section to aircraft operating in proximity to special use or ATC assigned airspace (ATCAA) unless the airspace is designated an Alert Area/Controlled Firing Area or one of the following conditions exist:

NOTE-
These procedures are not applicable to Alert Areas or Controlled Firing Areas.

REFERENCE-
P/CG Term- Special Use Airspace.

a. The pilot informs you that permission has been obtained from the using agency to operate in the airspace.

b. The using agency informs you they have given permission for the aircraft to operate in the airspace.

NOTE-
Using agency permission may be relayed to the pilot.

c. The Restricted/Warning Area, MOA, or ATCAA has been released to the controlling agency.

d. The aircraft is on an approved ALTRV, unless the airspace area in question is an ATCAA.

NOTE-
Mission project officers are responsible for obtaining approval for ALTRV operations within Prohibited/Restricted/Warning Areas and MOA's.

REFERENCE-
FAAO 7110.65, Transiting Active SUA/ATCAA, Para 9-4-4.

e. Operations in special use airspace located in offshore/oceanic airspace will be conducted in accordance with the procedures in Chapter 8, Offshore/Oceanic Procedures.

9-4-2. SEPARATION MINIMA

Unless clearance of nonparticipating aircraft in/through/adjacent to a Prohibited/Restricted/Warning Area/MOA/ATCAA is provided for in a Letter of Agreement (LOA) or Letter of Procedure (LOP), separate nonparticipating aircraft from active special use airspace by the following minima:

a. Assign an altitude consistent with para 4-5-2, Flight Direction, and 4-5-3, Exceptions, which is at least 500 feet (above FL 290-1000 feet) above/below the upper/lower limit of the Prohibited/Restricted/Warning Area/MOA/ATCAA.

REFERENCE-
FAAO 7210.3, Prohibited/Restricted Areas, Para 2-1-16.

b. Provide radar separation of 3 miles (En route Stage A/DARC, FL 600 and above - 6 miles) from the special use airspace peripheral boundary.

c. Clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary.

d. Exception. Some Prohibited/Restricted/Warning Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. Where facility management has identified these areas as outlined in FAAO 7210.3, Facility Operation and Administration, vector aircraft to remain clear of the peripheral boundary.

NOTE-
Nonparticipating aircraft refers to those aircraft for which you have separation responsibility and which have not been authorized by the using agency to operate in/through the special use airspace or ATCAA in question.

9-4-3. VFR-ON-TOP

If the aircraft's route, track, or altitude may cause it to enter an active Prohibited/Restricted/Warning Area, MOA, or ATCAA:

a. Inform the pilot to conduct flight "VFR-on-top" at least 500 feet above the upper limit or lower limit of the airspace (subject to para 7-3-1, VFR-on-top); or

PHRASEOLOGY-
MAINTAIN VFR-ON-TOP AT LEAST 500 FEET ABOVE/BELOW (upper/lower limit of airspace) ACROSS (name or number of airspace) BETWEEN (fix) AND (fix);

and if the airspace is an ATCAA,

(name of ATCAA) IS ATC ASSIGNED AIRSPACE.

REFERENCE-
FAAO 7110.65, Class A Airspace Restrictions, Para 7-1-1.

b. Clear the aircraft via a routing which provides approved separation from the airspace.

c. *Exception:* Some Prohibited/Restricted Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. The addition of 500 (or 1,000) feet to the upper/lower limit of these Prohibited/Restricted Areas is not required if the areas have been identified by facility management.

REFERENCE-
FAAO 7210.3, Prohibited/Restricted Areas, Para 2-1-16.

9-4-4. TRANSITING ACTIVE SUA/ATCAA

If a LOA/LOP has been coordinated with the Using Agency and permission has been granted to transit the area:

a. Comply with the instruction/clearances issued by the Using Agency and provide the applicable separation minima between aircraft when two or more aircraft are transiting the area; or

NOTE-
Some Using Agencies are also air traffic control facilities.

b. If unable to comply with instructions/clearances, clear the aircraft in accordance with para 9-4-2, Separation Minima.

NOTE-
The FAA has no jurisdictional authority over the use of nonjoint use prohibited/restricted/warning area airspace; therefore, clearance cannot be issued for flight therein without the appropriate approval.

Section 5. Fuel Dumping

9-5-1. INFORMATION REQUIREMENTS

When information is received that an aircraft plans to dump fuel, determine the route and altitude it will fly and the weather conditions in which the operation will be conducted.

9-5-2. ROUTING

Except when it is dumping fuel for emergency reasons, an aircraft in either VFR or IFR conditions may be requested to fly a different route.

9-5-3. ALTITUDE ASSIGNMENT

If an aircraft is dumping fuel in IFR conditions, assign an altitude at least 2,000 feet above the highest obstacle within 5 miles of the route or pattern being flown.

9-5-4. SEPARATION MINIMA

Separate known aircraft from the aircraft dumping fuel as follows:

a. IFR aircraft by one of the following:

1. *1,000 feet (2,000 feet* above FL 290) above it.
2. *2,000 feet* below it.
3. *5 miles* radar.
4. *5 miles* laterally.

b. VFR radar-identified aircraft by *5 miles* and in accordance with para 5-6-1, Application.

9-5-5. INFORMATION DISSEMINATION

a. If you are in contact with an aircraft when it starts dumping fuel, inform other controllers and facilities which might be concerned. Facilities concerned shall broadcast an advisory on appropriate radio frequencies at 3-minute intervals until the dumping stops.

PHRASEOLOGY-
ATTENTION ALL AIRCRAFT.
FUEL DUMPING IN PROGRESS OVER (location) AT (altitude) BY (type aircraft) (flight direction).

b. Broadcast a terminating advisory when the fuel dumping operation is completed.

PHRASEOLOGY-
ATTENTION ALL AIRCRAFT.
FUEL DUMPING OVER (location) TERMINATED.

Section 6. Jettisoning of External Stores

9-6-1. JETTISONING OF EXTERNAL STORES

At locations where a drop area has been established for radar assistance in jettisoning of external stores, provide vectoring service upon request to:

NOTE-

1. *Where required, a mutually satisfactory drop area for the jettisoning of external stores will be determined by radar-equipped towers and centers in cooperation with the local USAF units, Air Division, or civil operators and civil aircraft companies concerned.*

2. *FAA and Headquarters, USAF, have agreed to allow FAA facilities to vector USAF, Air Force Reserve, and Air National Guard aircraft for jettisoning of all external stores; i.e., tip tanks, JATO racks, special weapons, etc. Any similar vectoring service given to civil operators and civil aircraft companies operating Air Force type aircraft requires written agreement between the FAA and the user to relieve the FAA of possible liability. The regional counsel's office acts for FAA in executing this agreement.*

a. USAF, ANG, and Air Force Reserve aircraft at any time.

b. Civil operators and civil aircraft when a written agreement is in effect for your location.

Section 7. Unmanned Free Balloons

9-7-1. APPLICATION

Shapes of 11 Million Cubic Feet Balloon at Various Altitudes

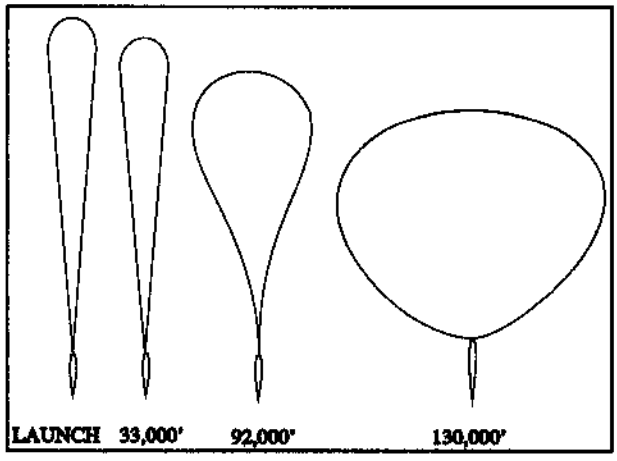

FIG 9-7-1

Apply the following procedures, as appropriate, when unmanned free balloons are within airspace for which you have control jurisdiction:

NOTE-
These procedures apply to unmanned free balloons that carry payloads as described in 14 CFR Section 101.1(a)(4). Payloads may weigh several hundred pounds and the physical shape of the balloons change at various altitudes/flight levels. (See FIG 9-7-1.) Balloon and payload ascend at an average rate of 400 feet a minute. Over the descent area, the payload is normally released from the balloon and descends by parachute at a minimum rate of 1,000 feet a minute. The balloon is normally deflated automatically when the payload is released. The operator is required to advise ATC 1 hour in advance of descent in accordance with 14 CFR Section 101.39.

a. Post the balloon flight on flight progress strips along the planned trajectory and revise routing as tracking/position reports require.

NOTE-
The prelaunch notice information should be posted on flight progress strips for planning and operational purposes.

b. Radar flight follow balloons to the extent that equipment capabilities permit. If radar flight following is not possible, tracking should be attempted by communication with the "chase plane," telephone contact with the operator, pilot, or ground observation reports.

NOTE-
Some operators have equipped their balloons with transponder beacons in addition to a radar reflection device or material required by 14 CFR Section 101.35, but at cruise altitude, the balloon's communications equipment and transponder, if so equipped, are operated intermittently to conserve battery energy.

c. With pilot concurrence, provide separation between aircraft and balloons when you are satisfied that the balloon information is sufficiently reliable to provide the service. Do not attempt to separate aircraft from the balloon by using vertical separation unless you have accurate balloon altitude information.

d. Provide traffic advisories to all affected aircraft during initial contact specifying the balloon's known or estimated position, direction of movement, and altitude as "unknown" or "reported," as appropriate.

NOTE-
Unless ATC requires otherwise, operators of unmanned free balloons are required to monitor the course of the balloon and record its position at least every two hours. As required in 14 CFR Section 101.39a, balloon position reports are not forwarded by the operator unless requested by ATC.

PHRASEOLOGY-
UNMANNED FREE BALLOON OVER (name of location),

or

ESTIMATED OVER (name of location), MOVING (direction of movement).

LAST REPORTED ALTITUDE AT (altitude as reported by the operator or determined from pilot report),

or

ALTITUDE UNKNOWN.

e. To transfer flight following responsibility of balloons between facilities or between controllers, forward the following information when available:

REFERENCE-
14 CFR Section 101.37, Notice Requirements.
14 CFR Section 101.39, Balloon Position Reports.

1. Identification and type; e.g., Flight 804 Balloon.

2. Last known position and altitude.

3. General direction of movement and speed.

4. ETA over facility boundary, sector boundary, or other point if believed to be reasonably accurate.

5. Other pertinent information.

6. If in radar contact, physically point out the target to the receiving controller.

7. The name and the telephone number of the location where tracking is being accomplished.

REFERENCE-
FAAO 7110.65, Derelict Balloons, Para 9-7-2.

9-7-2. DERELICT BALLOONS

Balloons become derelict when a moored balloon slips its mooring and becomes a hazard to air navigation or when an unmanned free balloon flight cannot be terminated as planned. When this occurs:

a. In the case of a moored balloon which has slipped its moorings, issue traffic advisories.

b. In the case of an unmanned free balloon, flight follow the balloon and, to the extent possible, provide aircraft under your control separation from the balloon.

c. Forward balloon position information received from pilot reports or derived from radar returns to your supervisor for further dissemination.

d. If radar contact with the balloon is lost, broadcast an advisory to all aircraft operating in the airspace affected by the derelict balloon at 10-minute intervals continuing until the derelict balloon is no longer a factor.

PHRASEOLOGY-
ADVISORY TO ALL AIRCRAFT.

DERELICT BALLOON REPORTED IN THE VICINITY OF (location),

or

ESTIMATED IN VICINITY OF (location),

or

REPORTED OVER (location),

or

RADAR REPORTED OVER (location).

LAST REPORTED ALTITUDE/FLIGHT LEVEL AT (altitude/flight level as reported by operator or pilot report),

or

ALTITUDE/FLIGHT LEVEL UNKNOWN.

e. Transfer flight following responsibility as outlined in para 9-7-1, Application, subpara e.

REFERENCE-
FAAO 7210.3, Derelict Balloons/Objects, Para 18-6-2. ■

Section 8. Parachute Jumping

9-8-1. COORDINATION

Coordinate any pertinent information prior to and at the end of each parachute jump or series of jumps which begins or ends in your area of jurisdiction with other affected ATC facilities/sectors.

NOTE-
14 CFR Section 105.25 prescribes the information required from each person requesting authorization or submitting notification for nonemergency parachute jumping activity.

REFERENCE-
FAAO 7210.3, Nonemergency Parachute Jump Operations, Para 18-5-1.
14 CFR Part 105, Parachute Jumping.

9-8-2. CLASS A, CLASS B, AND CLASS C AIRSPACE

a. Authorize parachute jumping only within airspace designated for the jumping activity.

b. Separate aircraft, other than those participating in the jump operation, from the airspace authorized for the jumping activity.

c. Impose, as necessary, any conditions and restrictions which in your judgment would promote the safety of the operation.

REFERENCE-
14 CFR Section 105.19, Jumps In or Into Class A, Class B, Class C, and Class D Airspace.

9-8-3. CLASS D AIRSPACE

TERMINAL

Handle requests to conduct jump operations in or into Class D airspace in which there is a functioning control tower operated by the U.S. as follows:

a. Authorize parachute jumping with respect to known or observed traffic.

b. Issue advisory information to the jump aircraft and to nonparticipating aircraft as necessary for the safe conduct of the jump operation.

9-8-4. OTHER CONTROL AIRSPACE

Handle notifications to conduct jump operations in other Class E airspace as follows:

a. Issue a traffic advisory to the jump aircraft before the jump. Include aircraft type, altitude, and direction of flight of all known traffic which will transit the airspace within which the jump will be conducted.

NOTE-
14 CFR Section 105.14, Radio Equipment and Use Requirements, prescribes that, except when otherwise authorized by ATC, parachute jumping is not allowed in or into Class E airspace unless radio communications have been established between the aircraft and the nearest FAA ATC facility or FSS at least 5 minutes before the jumping activity is to begin for the purpose of receiving information in the aircraft about known air traffic in the vicinity of the jump aircraft.

b. Issue advisories to all known aircraft which will transit the airspace within which the jump operations will be conducted. Advisories shall consist of the location, time, duration, and altitude from which the jump will be made.

c. When time or numbers of aircraft make individual transmissions impractical, advisories to nonparticipating aircraft may be broadcast on appropriate control frequencies, or when available, the ATIS broadcast.

d. When requested by the pilot and to the extent possible, assist nonparticipating aircraft to avoid the airspace within which the jump will be conducted.

Section 9. Unidentified Flying Object (UFO) Reports

9-9-1. GENERAL

a. Persons wanting to report UFO activity should contact the National Institute for Discovery Sciences (NIDS) via the following methods:

(702) 798-1700 Voice
(702) 798-1970 Facsimile
http://www.nidsci.org

b. NIDS will ask a series of questions (verbal and/or via questionnaire) concerning the event.

NOTE-
NIDS is the single point of contact recognized by the FAA in regard to UFO information. They will maintain a national database on anomalous phenomena and periodically share that information with the FAA.

c. If concern is expressed that life or property might be endangered, refer the individual to the local police department.